ble spots in the country which are frequented by foreigners. The task force has also recommended establishment of surveillance machinery..

MR. CHAIRMAN: No, no. The question is whether you are taking any steps to prevent the disease coming in through the people who are coming from outside.

SHRIMATI MOHSINA KIDWAI : That is why we have set up a task force, screening centres in various States—in Srinagar, in Banaras, in Kulu and Manali.

SHRI PAWAN KUMAR BANSAL: Dr. Robert Gallo, a renowned cancer specialist who has done pioneering work in AIDS and was the first to isolate the AIDS causing virus at the National Cancer Institute in USA, has said that maintaining good social habits was the best way to ward off the disease. I would like to know from the hon. Minister whether any "Do's" and "Don'ts" have been issued by the Ministry to educate the people?

MR. CHAIRMAN: Very simple: Yes or No.

SHRIMATI MOHSINA KIDWAI : Sir, all the medical colleges are being alerted for high risk groups and they are advised to send away suspected patients..... (*Interruptions*). We have also circulated.. (*Interruptions*) High risk groups are homosexuals. (*Interruptions*).

MR. CHAIRMAN: Madam Minister, you only say whether you have issued any definite instructions—Do' and Don'ts. It they are there, say 'yes' otherwise, no. (*Interruptions*).

SHRIMATI MOHSINA KIDWAI: I have said that we have issued a very comprehensive note to the State Governments as well as medical colleges.

MR. CHAIRMAN: Mr. Suresh Kalmadi. One minute.

SHRI SURESH KALMADI: Sir, the AIDS is coming from the USA. The Minister said.....

MR. CHAIRMAN: There are two different AIDS. One is the disease and other financial aid. (*Interruptions*).

SHRI SURESH KALAMADI: The Minister has said in this House that this is a deadly disease of the USA which is travelling in all the gay bars. I would like to know whether, India being a zero risk area, the Indian Embassy is keeping track of the people in the USA who visit gay bars regularly so as to prevent that from coming here. (*Interruptions*). It is a serious matter and no loughing matter. There should be intelligence on this. We have read about it here in the heart of the city, in Connaught Place. There must be intelligence. It is not a laughing matter. The Embassy must be told that they must keep a watch on the gay bars and not to issue passports or visas to anyone suspected.

SHRI R. RAMAKRISHNAN: Mr. Chairman, Sir, I suggest that a post of First Secretary, AIDS, be created there. (*Interruptions*).

MR. CHAIRMAN:: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Report regarding improvement in DTC functions

*44. SHRI SURAJ PRASAD:
SHRI CHATURANAN MISHRA:

Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that a report of the Tata Consultancy Services commissioned to suggest proposals for improvements in the D.T.C. functioning has been shelved for more than a decade;

(b) if so, what are the important suggestions made in the report;

(c) whether any steps were taken for the implementation of suggestion made in the report if so, what are the details thereof; and

(d) if the answer to part (c) above be in negative what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) No, Sir.

(b) to (d) In 1978 DTC on its own

had engaged Tata Consultancy Services to suggest a suitable Organisational Structure and commensurate Management information system for the D.T.C. After a detailed study of various financial areas, the Consultants had submitted a report in 1979 in which several detailed recommendations had been made. All these recommendations have been examined by DTC. The decisions taken and implementation done by DTC in respect of major recommendations are as below:

No.	Recommendations	Remarks
1.	*Organisational Restructuring* :	
	The modified organisation structure specifies creation of four divisions to control field operations. In addition following five divisions have been recommended (a) Planning Division to undertake passenger travel demands surveys, corporate planning and other efficiency improvement programmes. (b) Traffic Service Division to provide support and other specialised services for efficient bus operations. (c) Technical Service Division to provide maintenance support, both at the depots and Central workshops and Materials provisioning and control. (d) Finance Division for management of financial resources ; and (e) Personnel and Administration Division for management of manpower resources.	Separate functional Divisions for traffic services, technical services, financial matters and personnel and planning have already been created. Further there is a contininng process of strengthening the same as per requirements. In addition four operational divisions to control field operations have also been created each one headed by Regional Managers.
2.	*Term of the Chairman* :	
	The practice of appointing full time professional Chairman-cum-Managing Director should be formally established at DTC. Further, to ensure stability and continuity of management, the term of office of the Chairman-cum-General Manager should not be subject to frequent and *ad-hoc* changes.	The present policy is to appoint Chairman-cum-Managing Director in the D.T.C. on permanent absorption basis. Necessary steps have already been initiated to fill up the post on this basis.
3.	*Committee of Advisers* :	
	DTC should to overcome the difficulties in attracting suitable person with requisite experience on a permanent basis to hasten up the process of organisational change and to effect speedy implementation of various recommendations appoint an Internal Management Committee. These Advisers should be specialists in the various functional areas with experience in Public Transport Management and should be retained for a period of 3 to 5 years. Apart from solving short term problems and formulating long-term policies, each of these advisors should be made responsible for training selected DTC officers in their respective functional area in order that a capable management team is developed for future years.	This recommendation was not accepted. DTC considered this recommendation as not practical.

No.	Recommendations	Remarks
4.	*Regulating Commission :*	
	In keeping with sound public utility Management practices DTC Management should take up with Government the setting up a public Regulating commission for DTC. Thi commission would serve as a forum where the various parties concerned (e.g. commuters, DTC, Government) can discuss issues of a vital nature and try to resolve any points of disputes. Besides, such a commission should also consider other important matters relating to DTC, such as fare structures enhancement and extension of bus services, compensation payable to private operators etc.	There is an Advisory Council for DTC, consisting of prominent citizen, M.P's. and represnetatives of local elected bodies and organisations representing various interests including commuters. The constitution of an additional body like public Regulating commission has therefore been not considered necessary.
5.	*Capital Restructuring :*	
	The capital base of the corporation should be restructured immediately. A detailed plan for capital restructuring has been formulated by the consultants and is included in the report on Evaluation of corporate objectives and plan.	DTC, on accepting the recommendations made by the Tata Consultancy Services, had formulated the preliminary proposlas for restructuring its capital base. The proposals had been further examined in the concerned departments in the Government. In the context of various implications involved, it was held that these may be taken up after revision in the fare structure of DTC. Since the fare structure has now been revised. Further processing of restructuring of capital for DTC is being undertaken.
6.	*Fares Policy :*	
	The revised fare structure would not be adequate either to meet the working costs of the corporation to generate sufficient financial resources to meet expansion plans of the Corporation. Therefore, DTC should revise the fare periodically. For doing this, it should undertake public Relations campaigns for convincing the travelling public regarding the need for such fare rises.	Fare-revision has been effected w.e.f. 8-2-1986.
7.	*Subsidy Policy :*	
	To enable DTC of fulfil the social obligations implied in its corporate objectives, it should impress upon the Government for it to extend strong support to DTC by providing it with indirect subsidies such as making available lands at subsidised rates and in convenient areas where DTC could locate its Depots and Terminals. Direct cash subsidies are not recommended by the consultants as it would tend to create precedents for the Government and would possibly lead to compromises in the internal efficiency of the organisation.	DTC has been impressing on the concerned agencies for necessary concessions. DDA has alloted to DTC the land for Terminals at concessional rate. No cash subsidy is received by DTC from any quarter.
8.	*Private Operators :*	
	The private operators should not be allowed to continue with DTC in the long term. However, till such a time as private operators are associated with DTC operations (beacuse of financial and other constraints) it is essential that DTC should introduce effective controls for monitoring their operations. Strategies like dep-	Due to the limited resources, the engagement of P.O. buses could not be eliminated completely. The P.O. Buses are engaged to the extent considered essential in the overall interest of the Corporation and as supplementary to DTC's own fleet to meet commuters, needs. This recomm-

No.	Recommendations	Remarks
	loying private operators to low traffic generating areas should also be implemented.	endation was made in the context of Administrative and operational control charges scheme where the fare revenue was retained by the operator. The scheme is replaced by the kilometrage scheme where the revenue is retained by DTC and a fixed hire charges per KM are paid to the operator.
9.	*Information Systems :*	
	To assist DTC management in taking effective and timely decisions it should monitor key efficiency indicators in all areas of its activity. Detailed reporting systems including from design, input date collection methods and procedures for developing realistic norms have been specified by the Consultants.	Management information system on a manual basis has been implemented. Development of a detailed computer based management information system is in progress.

Air India service between India and South Korea

*47. SHRIMATI SUDHA VIJAY JOSHI: Will the Minister of TRANSPORT be pleased to state:

(a) whether there is any proposal under Government's consideration to introduce Air-India services between South Korea and India;

(b) if so, what is the estimated traffic potential on this route; and

(c) by when the services are proposed to be introduced?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (*SHRI JAGDISH TYTLER*): (a) No, Sir.

(b) and (c) Do not arise.

इंदौर रेलवे स्टेशन का विकास

*48. **श्री राधा किशन मालवीय** : क्या **परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार इन्दौर रेलवे स्टेशन के विकास के किसी प्रस्ताव पर विचार कर रही है ; और

(ख) यदि हां, तो इस संबंध में क्या कदम उठाये गये हैं ?

रेल विभाग में राज्य मंत्री (श्री माधव राव सिंधिया): (क) और (ख) स्टेशनों पर अतिरिक्त सुविधाओं की योजना यातायात की आवश्यकताओं तथा धन की उपलब्धता को ध्यान में रखकर बनाई जाती है। तदनुसार इस स्टेशन पर मी. ला. के माल प्लेटफार्म पर छत की व्यवस्था हाल ही में की गई है। 13.98 लाख रुपए की लागत से धुलाई एवं निरीक्षण गर्त की व्यवस्था का कार्य प्रगति पर है।

"टिस्को" और "टेल्को" द्वारा खाली माल डिब्बे लौटाये जाने के कारण रेलवे को हुई हानि

*49. **श्री हुक्मदेव नारायण यादव :**
डा० बापू कालदाते :

क्या **परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पिछले तीन वर्षों के दौरान "टिस्को" और "टेल्को" जमशेदपुर द्वारा जिस प्रकार के तथा जितनी संख्या में माल डिब्बें मांगें गये थे, उनकी सप्लाई नहीं की गई जिसके परिणामस्वरूप खाली माल डिब्बें लौटा दिये गये ; और

(ख) क्या खाली माल डिब्बों को लौटाये जाने के कारण रेलवे को हुई हानि की क्षतिपूर्ति के लिए उन कम्पनियों के विरूद्ध दावे प्रस्तुत किये गये और यदि नहीं, त उसके क्या कारण हैं ?